

**GOODS MOVEMENT TASK FORCE MEETING MINUTES  
WEDNESDAY, DECEMBER 15, 2004**

**1.0 CALL TO ORDER**

Councilmember Art Brown, City of Buena Park, called the meeting to order. A list of those in attendance is included in the minutes. Self introductions were made.

**2.0 PUBLIC COMMENT PERIOD**

There were no public comments.

**3.0 CONSENT CALENDAR**

**Approval Items**

**3.1.1 Approval of the November 17, 2004 Minutes**

Motion to approve the November 17, 2004 Goods Movement Task Force minutes was seconded and accepted with no objections.

**4.0 INFORMATION ITEMS**

**4.1 Port Truck Trip Reduction Strategies**

Mr. Gill Hicks, Gill V. Hicks and Associates, presented this item. Mr. Hicks has been working on a project entitled 'Integrated Work Program to Reduce Truck Traffic and Increase Rail Traffic', in conjunction with the Ports of Los Angeles and Long Beach, and Alameda Corridor Transportation Authority. The purpose of this program is to measure the potential benefits of truck trip reduction strategies, including the increased use of on-dock rail, a new near dock intermodal facility, extended gate hours, a virtual container yard, and local shuttle trains.

Specific strategies that were analyzed include: extended gate hours with 68-32-0 gate shift distribution (Day-Night-Hoot) and 20% weekend moves; 1 or 3 additional trains originating from on-dock rail yards; a virtual container yard with 5 or 10% empty container reuse; a new near dock yard in operation by 2010 which would handle one million TEUs per year; and a local shuttle trains, which would consist of: 1) two 10-car trains per day five days a week and 2) four 25-car trains per day five days per week. In addition, a 2005 combined scenario and 2010 combined scenario was

modeled, that measured the benefits of all of the above strategies combined.

The impacts of these strategies were measured based on the number of weekday port truck trips, weekday port truck miles of travel, and the number of port trucks on the I-710, I-110, SR-103, and Alameda Street north of Pacific Coast Highway.

The Quicktrip model was used to determine the effects of these strategies. This model estimated that in 2005 weekday port truck trips on the I-710 could be reduced approximately 17%, based on a combined strategy of empty container reuse, extended gate hours, local shuttle trains, and increased on-dock rail. It was also noted that extended gate hours alone could reduce weekday truck trips by almost 14%. In terms of Truck Vehicle Miles Traveled (VMT), this combination of strategies would reduce weekday VMT by over 17% in 2005. In 2010, a combined strategy of empty container reuse, extended gate hours, a shuttle train, and a new near dock yard could reduce weekday truck trips almost 20%, and weekday VMT by over 28%. Full implementation of these strategies would mean that after accounting for cargo growth, port truck trips on the I-710 in 2010 would be comparable to the number of port truck trips on the I-710 in 2005.

In conclusion, extended gate hours would reduce weekday truck trips on the I-710 more than any other single strategy. Furthermore, shuttle trains appear to reduce truck VMT more than any other single strategy. The analysis also indicated that the 2010 Combined scenario could reduce I-710 truck trips to close to 2005 levels. However, these strategies would not negate the need for capacity improvements on the I-710.

It was asked whether or not there has been any analysis of the impacts of these strategies on other roadways, such as SR-60. Though such an analysis has not been conducted yet, it will be looked at in the near future. Furthermore, to understand the full impact of these strategies, such as to the Inland Empire, the full travel demand model will need to be run.

Also, it was noted that there are no guarantees that these strategies will be able to be fully implemented. For example, though a virtual container yard can both reduce truck trips and increase productivity for truckers, there is no guarantee that truckers can/will use such a system.

#### 4.2 Update on PierPASS

Mr. Bruce Wargo, PierPASS, presented this item. The purpose of PierPASS is to provide additional full service, weekend and night time terminal and gate operations. Gates will be open from 8am-5pm 1 or 2

weekend days, and from 5pm-3am 3 or 4 weekday nights at all terminals. This program is expected to be implemented in the first quarter of 2005.

The estimated cost of extended gate hours is \$156 million per year for all terminals, mostly to hire additional Longshore labor. To offset this cost, a Traffic Mitigation Fee (TMF) of \$20/TEU (after phase in of 5 gates this fee will be \$40/TEU ) will be assessed to all loaded inbound and outbound containers. Empties, domestic containers, and containers assessed the Alameda Corridor fee are exempt. The TMF will be paid for by beneficial cargo owners. As an incentive to beneficial owners to transport containers during off peak periods, the TMF will be refunded if a container moves during a published off peak period.

Ms. Sharon Neely, Alameda Corridor East Construction Authority, asked if PierPass will work with local cities in regard to local restrictions on nighttime trucking. Mr. Wargo indicated that though not all communities have restrictions, PierPass will work with those communities that do.

#### 4.3 Goods Movement Paper for Secretary of Business, Transportation, and Housing Sunne McPeak

Ms. Nancy Pfeffer, SCAG, presented this item. SCAG has worked with key goods movement stakeholders over the past two weeks to prepare three documents for the Governor and Secretary McPeak. The first is a 2-page summary entitled 'Southern California Regional Strategy for Goods Movement: A Plan for Action'. The second is a 15-page white paper that describes the needs of goods movement, and the third is a paragraph on goods movement to be possibly included in the State of the State address, which is scheduled for early January.

The white paper describes challenges facing the region, the benefits of goods movement improvements, and goods movement system principles, including: 1) environmental and community mitigation must be an integral component of the goods movement system; 2) improvements to goods movement should not come at the expense of other transportation improvements; and 3) state and national leadership is needed on the issue of goods movement.

Ms. Carol Herrera, City of Diamond Bar, asked why copies of the report were not distributed to the task force. Ms. Pfeffer noted that all of the county transportation commissions were involved in the development of this paper, and that the paper reflects the principles of the adopted 2004 RTP. Also, this paper will be released to the task force as soon as possible. Chair Brown noted that Secretary McPeak's office has requested that this document not be publicly released until it is finalized.

Due to the short time frame and the need to send a document to the Governor as soon as possible, SCAG has not had the opportunity to present this information to the Regional Council.

#### **5.0 STAFF REPORT**

There was no staff report.

#### **6.0 COMMENT PERIOD**

Ms. Neely noted that request forms have been sent out for those wishing to submit projects for TEA-21 reauthorization, and that any projects submitted previously will need to be resubmitted.

#### **7.0 NEXT MEETING**

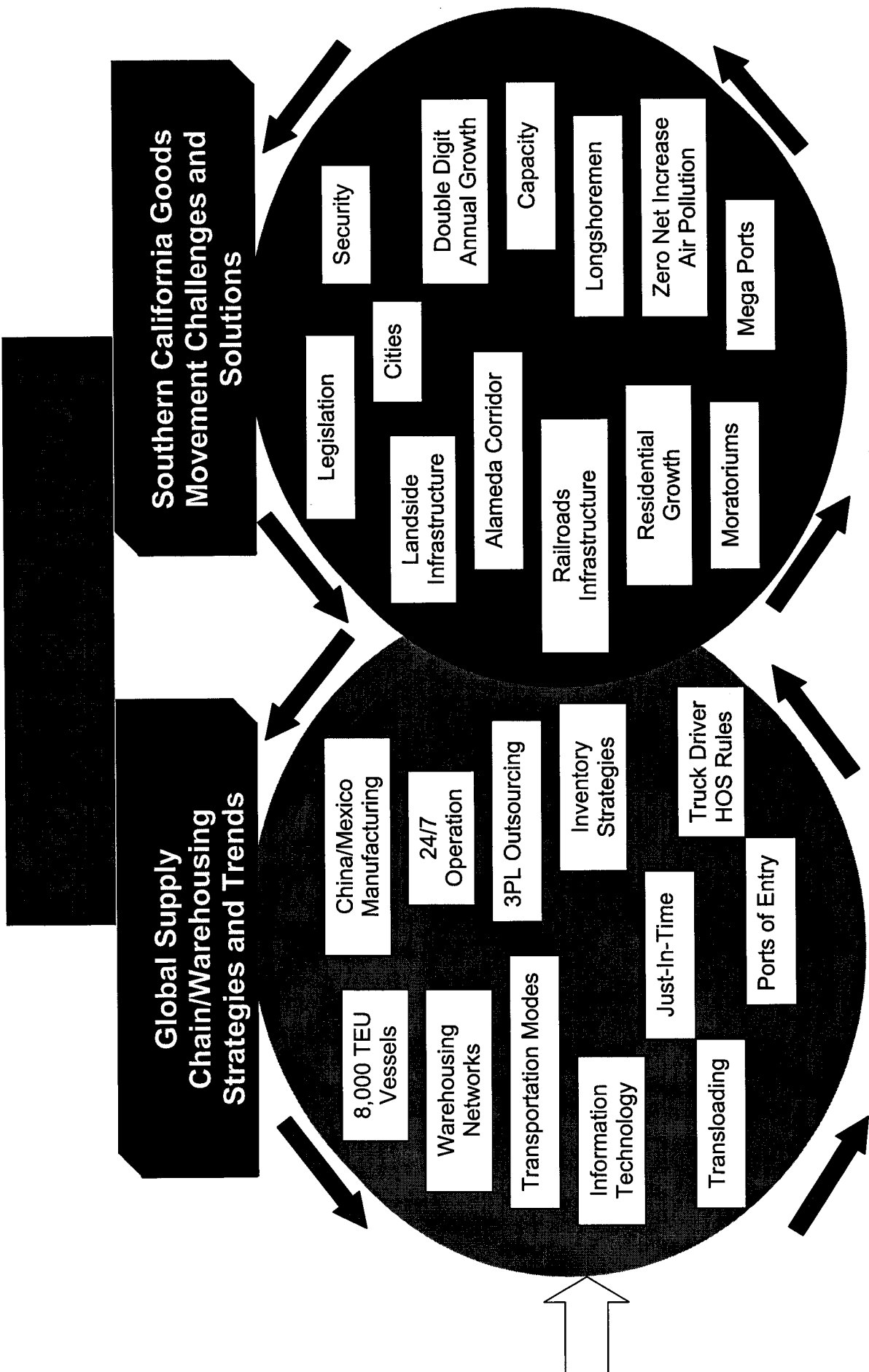
The next regular GMTF meeting will be:  
Wednesday, January 19, 2005  
9:30am-11:00am  
SCAG Offices, San Bernardino Conference Rooms A&B

#### **8.0 ADJOURNMENT**

The meeting was adjourned at 11:00am.

Attendance of the December 15, 2004 GMTF Meeting  
(based on sign-in sheet)

Name	Agency
Adams, Hon. Steve	City of Riverside
Baldwin, Hon. Harry	City of San Gabriel
Balmir, Sandra Grace	FHWA
Bower, Nancy	California Highway Patrol
Brown, Hon. Art	City of Buena Park
Capelle, Joanna	SCRRA
Carpenter, Jeff	City of Los Angeles Community Redevelopment Agency
Cartwright, Kerry	Port of Long Beach
Cheng, Luke	LACMTA
Cottrill, Larry	Port of Long Beach
Dale, Hon. Lawrence	City of Barstow
Daniels, Hon. Gene	City of Paramount
Dorland, Kanya	Port of Los Angeles
Goodwin, Art	ACTA
Grace, Jon	LACMTA
Guss, Ron	California Trucking Association
Herrera, Hon. Carol	San Gabriel Valley COG
Hicks, Gill	Gill V. Hicks and Associates
Kumar, Vin	Caltrans District 7
Lopez, Ernest	SCAQMD
Marcus, Richard	OCTA
Neely, Sharon	ACE Construction Authority
Pearson, Fred	Parsons Brinckerhoff
Schiermeyer, Carl	RCTC
Scott, Ted	Yellow Roadway Corporation
Smith, Steve	SANBAG
SCAG Staff	
Pfeffer, Nancy	
Wong, Philbert	



As international trade continues to grow annually in double digit numbers with 8,000 TEU vessels becoming more common, the Southern California infrastructure capacity and the clash of residential/logistics issues intensify. It appears that the public and private sector are not adequately understanding that these two worlds are about to collide with serious economic consequences.